



3. The up Inter City passing Haddenham behind no 6021 *King Richard II* on 27 June 1962.

In August 1962 the Kings began to be replaced by 'Western' class diesel hydraulic locomotives built that summer at Swindon. By the time the winter service commenced in September there were enough of them to operate the whole service, although steam locomotives covered for failures. No 6027 *King Richard I* broke down near Banbury shortly before the diesel takeover and remained at Banbury shed in an increasingly derelict condition for many months. From Monday 23 December 1964 the 'Westerns' were replaced by Brush Type 4 (later class 47) diesel electric locomotives, but they too were subject to breakdowns, and on 26 November 1965 the 'Cambrian Coast Express' was hauled over the Bicester cut-off to Paddington behind two 'Black Five' steam locomotives.

More profound changes came in the spring of 1967 with the completion of the electrification of the lines out of Euston. British Railways attempted to concentrate traffic between London and the Midlands on those routes. Two 'Castle' class locomotives, 4079 *Pendennis Castle* and 7029 *Clun Castle* memorably worked special trains to Birkenhead on 4 March 1967, marking the end of the main line from Paddington to Merseyside. The last timetabled steam-hauled train from Paddington was the 16.15 stopping train to Bicester and Banbury on 11 June 1965, also headed by *Clun Castle*. Snow Hill station was closed to main line trains, and by the summer of 1968 the remaining steam locomotives in the Banbury area had been replaced by diesels.